City of Bellevue

Transportation Commission Study Session

DATE: January 25, 2018

TO: Chair Bishop and Members of the Transportation Commission

FROM: Chris Long, Traffic Engineering Manager, 425-452-6013, clong@bellevuewa.gov
Olivia Aikala, Transportation Engineer, 425-452-4491, oaikala@bellevuewa.gov

SUBJECT: Neighborhood Congestion Reduction Levy Program, Project List and Recommended Budget Allocation for 2018

DIRECTION REQUESTED

X Action

Discussion/Direction

Information

At the November 9th, 2017 Transportation Commission meeting, staff presented the recommended two-tier scoring system to be used for prioritizing Neighborhood Congestion Reduction levy projects, as well as how projects were identified. At the January 25th, 2018 meeting, staff will present the scored project list as well as the recommended budget allocation for 2018. Staff will be asking the Commission for support of the proposed budget allocation.

BACKGROUND

At the October 26th, 2017 Transportation Commission meeting, staff described the Neighborhood Congestion Reduction Levy program and presented the proposed evaluation criteria for possible program projects. At the November 9th, 2017 meeting, staff outlined the prioritization framework for scoring the Neighborhood Congestion Reduction Levy project list. Both the evaluation criteria and prioritization framework have been combined and revised based on comments provided by the Commission at the November 9th, 2017 meeting. The updated version is provided in Attachment A.

INFORMATION

Project Scoring

Staff has addressed two revisions to the scoring system that were suggested by the Commission at the November 9th, 2017 meeting. The revisions include: (1) applying the pass/fail criteria prior to Tier 1 scoring, and (2) revising the scoring used for intersection level-of-service. Previously, staff had proposed that both the existing volume-to-capacity (v/c) ratio itself, and how that ratio compares to the mobility management area-wide standard be used in scoring a location for level-of-service. The Commission suggested that staff revise this scoring criteria to only use how the existing volume-to-capacity ratio compares to its designated mobility management area-wide standard to allow for intersections with v/c ratios less than 0.90 to compete fairly.

Commission also commented on the scoring values provided in the Tier 2 tables for intersections and corridors that showed "Low" benefit. A suggestion was made to set all the values in this row to "0". Staff is recommending to not make any changes to the table used for scoring intersections. This would allow for cases in which the proposed improvement results in reduced approach delay for a congested neighborhood side street to a major arterial, but overall has little impact on the total intersection delay.

For the Tier 2 corridor table, the "Low" benefit was modified to include any project that improves travel time from "0 to 0.1".

Project List

As discussed at the November 9th, 2017 Transportation Commission meeting, prior to beginning this program, there were no neighborhood congestion related projects that had been fully evaluated and conceptualized through a preliminary design process. We discussed that this first round would primarily focus on evaluating the need for improvements at multiple locations. Staff has applied the pass/fail criteria and the first of the proposed two-tier scoring system to the project list. See Attachment B for the scored project list.

The first page of this attachment lists all projects that passed the initial pass/fail criteria, and their subsequent scores using the Tier 1 scoring system. In Tier 1, projects were scored out of 100 points with 80% of the points based on the existing level-of-service and 20% on the potential for safety improvement. Project are first sorted by their total score, and then by the percentage that their existing v/c ratio exceeds their designated mobility management area-wide standard.

As noted in Attachment A, projects that are selected for the Tier 1 or Tier 2 evaluation will not be picked solely based on their score. The scoring will be used to identify projects with the greatest need and benefit. Staff will factor this into a final recommendation of projects to be funded in each biennium. For 2018, staff has proposed to follow the outcome of the scoring

closely for selection of Tier 1 evaluation projects. Staff has determined the workload for the top nine projects can be supported through the Tier 1 evaluation in 2018. It is anticipated the analysis and conceptual design work will be done through consultant contracts, with City staff responsible for managing these consultants, leading the public outreach and reviewing all the materials prepared.

Projects that failed the initial pass/fail criteria due to their dependency on development or outside agencies are listed in a non-prioritized order at the end of the project table. The reason for why they failed is provided in the "Comments" column.

In addition to the Tier 1 reviews, two projects are proposed for final design and construction with 2018 levy funds.

1. Newport Way and 164th Ave NE: This intersection fell just outside the top nine that will receive a Tier 1 review; however, recent work has been done to determine the feasibility of installing a mini-roundabout at this location to address an eastbound congestion issue that occurs on weekdays during the PM peak. Newport Way has become a bypass route to I-90 and when Newport Way gets congested, drivers headed for 164th Ave SE frequently cut around this intersection by going through the neighborhoods. An opportunity exists to coordinate this needed project with the 2018 overlay. The overlay program will pave the intersection area in 2018 but does not have budget for the mini-roundabout, thus the levy will help fill this funding gap.
2. 112th Ave NE and NE 24th St: The 112th Ave NE Pedestrian and Bicycle Improvement Project is currently in final design with construction planned in phases in both 2018 and 2019. This project is ranked in the top nine of the Tier 1 review and has already had a traffic signal warrant analysis done, which showed a need for a traffic signal. A preliminary traffic signal design has not been performed, but staff intends to do the preliminary and final designs as part of the other work currently underway on the 112th Avenue NE corridor. Funding from the Neighborhood Congestion Reduction Levy would cover the cost of the design and construction.

The last element proposed for funding in the 2018 budget is the final design of the two intersection improvements currently under contract for 60% design on 150th Ave SE. These improvements are at Newport Way and SE 37th St. The traffic analysis and preliminary design were performed separate from the levy in 2016; budget for the 60% design was provided out of the first year of the Neighborhood Congestion Reduction Levy. It is proposed that the existing consultant team take this design to 100% in 2018.

It is anticipated the budget from 2017 and 2018 will not be fully spent on the projects that are currently underway and proposed. Staff anticipates using the remaining funds from 2017 and 2018 along with 2019 budget to build one or both of the improvements on 150th Ave SE. A final

decision will be made later in 2018 when the project selection process is performed for all programs in the Transportation Levy.

RECOMMENDATION

Staff recommends moving forward with the proposed work plan described in this memorandum. A breakdown of the anticipated budget allocation across all elements of the 2018 work plan will be presented at the January 25th, 2018 meeting. Staff seeks the Transportation Commission support for the recommended budget allocation.

NEXT STEPS

Staff will brief the Council on the work plan for 2018 and will provide an overall update on all Transportation Levy related work at the February 26th, 2018 Council study session.

ATTACHMENTS

- Attachment A: Neighborhood Congestion Reduction Levy Program Description and Prioritization Framework
- Attachment B: Neighborhood Congestion Reduction Levy Project List

Neighborhood Congestion Reduction Levy Program

Program Summary

Revised 01/18/18

Program Description:

(Per Ordinance 6304) Projects to address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

This program should target small to medium sized projects that can improve capacity and reduce congestion on streets leading to or from residential neighborhoods to help ease traffic congestion and improve mobility for residents of Bellevue. This budget can be used for traffic studies and outreach to evaluate potential locations for improvement; preliminary and final design for the improvement; and construction for any project that helps benefit neighborhood congestion. The optimal use of funds is to leverage the levy dollars as a match to a grant that could fully fund design and construction. The allocated dollars in this program are not enough to build many of the possible congestion reduction projects that would be considered.

Program Budget:

$2-million annually.

This program is the only one of the six levy categories that has a fixed annual budget. Council's desire is to see $2-million dedicated to this program on an annual basis.

Program Team:

- Program Manager, Chris Long: Chris is responsible for overseeing this program, which includes: identifying projects; working with Commission to prioritize projects; meeting with the Levy team to discuss progress on active projects; planning for budget allocation in future years; and monitoring progress of active projects being led by other team members.
- Design Project Manager, Jun An: Jun will be the primary project manager for design projects developed through this program. Jun will also be involved in overseeing development of conceptual designs prepared through traffic studies.

Identifying Projects:

The projects to be addressed by this program will be defined in a two-year work plan. A set of criteria was developed to facilitate the ranking of potential projects and help guide project selection. Projects will not necessarily be selected solely based on their exact ranking. Staff will use the project evaluation criteria to create the ranked project list and then will work with the Transportation Commission to determine the exact projects that will move forward in the two-year work plan. This includes potentially allocating funds for construction.

Prior to beginning the ranking process, the list of potential projects was evaluated for completeness. Projects were identified through public outreach, staff input and through reference of department plans such as the Comprehensive Transportation Project List (CTPL), the Transportation Facility Plan (TFP) and

the annual Concurrency Update. New congestion issues identified by staff or residents will be continually added to a running project list.

Project work will be compiled into a flexible two-year work plan that will be regularly reviewed to account for budget changes, priority changes and availability of grants.

In the initial years of this program, it is anticipated that new project ideas with no previous formal analysis will need to be studied for further diagnosis and the development of project alternatives. New projects will go through the Tier 1 evaluation described below. Tier 1 will be used to determine which projects are analyzed first, with criteria focused on the need at the specified location.

Following the completion of traffic studies for Tier 1 projects, Tier 2 will be used to select projects to move forward to final design. The evaluation criteria in Tier 2 is focused on the benefits of the proposed improvements.

Tier 0: Pass/Fail Criteria

Project Dependency on Development or Outside Agency, Pass/Fail: The goal of this program is to provide near-term solutions to neighborhood congestion issues. Projects that are dependent on redevelopment to create the needed roadway width for an improvement or are related to a future outside agency-led project, such as WSDOT, would not be considered a near-term solution. The exception would be if there is an active WSDOT or development project that could be supported to completely address a congestion issue through financial partnership.

Tier 1: Evaluation Prior to Traffic Study

A. Existing Vehicle Level-of-Service (LOS): The existing motor vehicle LOS will be evaluated using similar criteria as established for the Transportation Facilities Plan (TFP), with the exception that projects will initially only be evaluated for "Need" and not both "Need" and "Benefit." The Benefit component will be factored in through the Tier 2 evaluation.
B. Safety: The Traffic Engineering Division has recently adopted a new process for ranking safety improvement projects in its annual collision analysis program that uses AASHTO Highway Safety Manual predictive methods. The predictive approach involves quantitative analysis that considers collision, roadway, and traffic volume data. These methods help to identify roadway locations with the greatest potential for safety improvement.

Tier 2: Evaluation Prior to Final Design

A. Proposed Vehicle LOS: The "Need" versus "Benefit" scoring used in the TFP project evaluation will be used as the primary scoring criteria for determining the ranking of projects to be considered for final design.
B. Potential for Grant Funding: Project located on corridors identified on WSDOT's functional classification map would receive additional points because this is a typical criterion for federal grant programs.
C. Complexity of Implementation: Projects that are not complicated by excessive cost, significant ROW impact, environmental impact or other potential project risks would receive additional points.
D. Multi-Modal LOS for Pedestrians: Projects that improve the pedestrian MMLOS would receive additional points. Source: (2017, April 13). MMLOS Metrics, Standards & Guidelines. Retrieved January 17, 2018, from *MMLOS Metrics, Standards & Guidelines* (Chapter 6, pp. 20-23).

E. Multi-Modal LOS for Bicycles: Projects that improve the bicycle MMLOS would receive additional points. Source: (2017, April 13). MMLOS Metrics, Standards & Guidelines. Retrieved January 17, 2018, from *MMLOS Metrics, Standards & Guidelines* (Chapter 7, pp. 24-31).
F. Transit Impact: Projects that benefit transit speed and reliability receive additional points. The number of points will depend on whether the benefit is to frequent transit service or infrequent routes. Source: (2014, July 7). Bellevue Transit Master Plan. Retrieved January 17, 2018, from Bellevue Transit Master Plan (Figure 1. The 2030 Frequent Transit Network, p. 6).
G. Safety: The AASHTO Highway Safety Manual predictive methods will be used to determine if a proposed project will improve the safety performance.

Neighborhood Congestion Reduction Levy Program

Prioritization Framework

Revised 01/18/18

Tier 0: Pass/Fail Criteria

	Pass/Fail - *does addressing congestion require redevelopment or a future outside-led project?*
Pass	Candidates whose congestion mitigation can be implemented without significant outside involvement
Fail	Mitigating congestion would require redevelopment or a future outside-led project

Tier 1: Evaluation Prior to Traffic Study

A. Existing Vehicle Level of Service (80 pt. maximum)

For intersections, vehicle level-of-service will be used. For corridors, travel times informed by the multi-modal level-of-service guidelines will be used. See scoring tables below.

Table 1: Tier 1 Intersection Scoring Table

NEED		
LOS A, B, C v/c better than 15% of MMA Areawide Standard	**LOS D** v/c btw 15% & 5% of MMA Areawide Standard	**LOS E, F** v/c within 5% or exceeds MMA Areawide Standard
Low	**Medium**	**High**
0	40	80

Source: 2017 Transportation Facilities Plan (TFP) – modified

Table 2: Tier 1 Corridor Scoring Table

NEED		
The corridor LOS is **above** the recommended*	The corridor LOS is **within** the recommended*	The corridor LOS is currently **below** the recommended*
Low	**Medium**	**High**
0	40	80

***Reference Level-of-Service in Bellevue Toward a Multimodal Approach to Mobility (Chapter 5)**

B. Safety (20 pt. maximum)

	Safety - *does the candidate location exhibit an existing safety need?*
20	The location exhibits a quantifiable potential for safety improvement based on existing conditions
0	The location does not exhibit a potential for safety improvement based on existing conditions

Tier 2: Evaluation Prior to Final Design

A. Proposed Vehicle Level of Service (70 pt. maximum)

For intersections, vehicle level-of-service will be used. For corridors, travel times informed by the multi-modal level-of-service guidelines will be used. See scoring tables below.

Table 3: Tier 2 Intersection Scoring Table

			NEED		
			LOS A, B, C v/c better than 15% of MMA Areawide Standard	**LOS D** v/c btw 15% & 5% of MMA Areawide Standard	**LOS E, F** v/c within 5% or exceeds MMA Areawide Standard
BENEFIT	**Improvement Reduces v/c by**		**Low**	**Medium**	**High**
	No v/c change	**Low**	0	10	15
	Btw 0 - 0.10	**Medium**	10	25	50
	>0.10	**High**	15	50	70

Source: 2017 Transportation Facilities Plan (TFP) - modified

Table 4: Tier 2 Corridor Scoring Table

			NEED		
			The corridor LOS is **above** the recommended*	The corridor LOS is **within** the recommended*	The corridor LOS is currently **below** the recommended*
BENEFIT	**Change in Typical Urban Travel Time Ratio**		**Low**	**Medium**	**High**
	0-0.10	**Low**	0	10	15
	Btw 0.10 - 0.20	**Medium**	10	25	50
	>0.20	**High**	15	50	70

***Reference Level-of-Service in Bellevue Toward a Multimodal Approach to Mobility (Chapter 5)**

Advantage Points (30 pt. maximum)

		Advantage Points - *projects would receive additional points for the following:*
5 points each	B.	Potential for grant funding - *project location is classified as an arterial on WSDOT's Arterial Classification Map*
	C.	Ease of implementation - *no significant ROW, environmental or cost implication*
	D.	Multimodal LOS for pedestrians - *project improves pedestrian MMLOS*
	E.	Multimodal LOS for bicycles - *project improves bicycle MMLOS*
	F.	Transit Impact - *if the project benefits a frequent transit route (5 pts), if a non-frequent transit route (2 pts)*
	G.	Safety - *project reduces the number of expected crashes*

TIEBREAKERS:

In the event of a tie, locations will be prioritized based on the amount the intersection or corridor exceeds its designated Mobility Management Areawide Standard.

Project already in final design or proposed for final design/construction in 2018.

							Tier 1 - Traffic Analysis			
#	**Pass/Fail**	**Location**	**Project Description**	**V/C**	**Concurrency Area-Wide Standard**	**Percent Over-Under**	**LOS Points**	**Safety Points**	**Total Pts**	**Comments**
1	Pass	Main Street/148th Ave NE & Kelsey Creek Plaza access	Evaluate capacity improvements at the intersection of 148th & Main. Evaluate queuing issues at driveways to determine if a traffic signal may be warranted to better manage ingress and egress.	0.93	0.85	9%	80	20	100	2017 Concurrency, rated below standard
	Pass	150th Ave SE & SE 37th St	Improve intersection efficiency through turn pocket improvements.	0.98	0.9	9%	80	20	100	Project is funded through 60% design in 2017 through NCRL program. Consider funding through 100% with 2018 NCRL funds. Project should be considered for construction funding in future years.
2	Pass	148th Avenue NE & NE 8th Street	Evaluate capacity improvements at this intersection. 148th Ave Plan notes consideration of westbound right turn lanes and dual left-turn lanes on select approaches.	0.89	0.85	5%	80	20	100	2017 Concurrency, rated below standard.
3	Pass	SE 8th Street & Lake Hills Connector	Improve northbound left turn capacity.	0.89	0.85	5%	80	20	100	2017 Concurrency, rated below standard
4	Pass	NE 8th Street & 140th Ave NE	Evaluate capacity improvement for SB through during PM peak hours at this intersection.	0.84	0.85	-1%	80	20	100	2017 Concurrency, rated below standard
	Pass	150th Ave SE & SE 38th Street	Evaluate capacity improvements at this intersection.	0.78	0.8	-3%	80	20	100	Project included in Broader Eastgate Study.
5	Pass	Newport Way & Lakemont Blvd	Un-split the SB & NB signal phasing; adding a SB through lane. Re-mark southbound shared left/through lane to be an exclusive left turn lane.	0.77	0.8	-4%	80	20	100	
6	Pass	156th Ave SE at Lake Hills Blvd, SE 16th St & SE 24th St	Evaluate potential replacement of all-way stop with roundabouts at Lake Hills Blvd, SE 16th and SE 22nd-24th.	LOS E	0.85		80	20	100	It is envisioned that all three intersections would be evaluated in one project; however, they could be taken to final design and construction independently. Lk Hills Blvd has the worst LOS at LOS E.
7	Pass	Lake Washington Blvd & SE 60th St	Evaluate potential replacement of 3-way stop with traffic signal or roundabout.	LOS F			80	0	80	Preliminary analysis shows the NB through is LOS F in the AM peak.
	Pass	NE 24th St & 112th Ave NE	Evaluate potential replacement of EB stop sign with traffic signal or roundabout.	LOS F	0.85		80	0	80	Preliminary analysis for the AM peak shows LOS F for EB left.
8	Pass	Lakemont Blvd & Forest Dr	Evaluate potential replacement of EB stop sign with traffic signal.	LOS F	0.8		80	0	80	Preliminary analysis for the PM peak shows LOS F for EB approach.
	Pass	150th Ave SE & Newport Way	Add SB right turn pocket and sidewalk on west side for the length of the pocket.	0.98	0.8	23%	80	0	80	Project is funded through 60% design in 2017 through NCRL program. Consider funding through 100% with 2018 NCRL funds. Project should be considered for construction funding in future years.
	Pass	Factoria Blvd & SE 38th St	Evaluate capacity improvements at this intersection.	1.07	0.95	13%	80	0	80	2017 Concurrency, rated below standard. Traffic Analysis included in Broader Eastgate Study.
9	Pass	148th Avenue NE & Lake Hills Blvd	Un-split the EB and WB signal phases by adding a WB lane to create two left turn lanes and one through lane.	0.86	0.85	1%	80	0	80	2017 Concurrency, rated below standard

#	Pass/Fail	Location	Project Description	V/C	Concurrency Area-Wide Standard	Percent Over-Under	LOS Points	Safety Points	Total Pts	Comments
Projects Below Not Included in 2018 Traffic Studies										
10	Pass	114th Avenue SE & SE 8th Street	Add a SB right/through lane	0.85	0.85	0%	80	0	80	
11	Pass	156th Avenue NE & NE 13th Street	Un-split the EB & WB signal phasing	LOS C	0.9		40	20	60	
12	Pass	Iron Triangle Signal Upgrades	Identify capacity improvements that would improve traffic operations at the "Iron Triangle" of Bel-Red Rd, 156th Ave NE and NE 24th St	0.87	0.95	-8%	40	20	60	
	Pass	164th Ave SE & Newport Way	Install mini-roundabout to address PM peak queuing issues.	LOS C	0.8		40	0	40	Traffic analysis is underway through other funding source. This project is proposed for final design and construction in 2018 to align with the overlay of Newport Way that is scheduled for 2018. Preliminary analysis shows LOS C for the overall intersection in the PM peak.
13	Pass	NE 8th Street/ Crossroads Place/ Post Office	Improve signal operations to addressing queuing issues for EB and WB left turns.	LOS B	0.9		0	20	20	
14	Pass	130th Ave NE & NE 24th St	Evaluate all-way stop to determine if capacity improvements are needed through enhancements to existing conditions or installation of a mini roundabout or traffic signal.	LOS A	0.8		0	0	0	
15	Pass	NE 12th Street & 116th Ave NE	Evaluate capacity improvements at this intersection.	0.74	0.95	-22%	0		0	2017 Concurrency, rated below standard
16	Pass	116th Avenue SE & SE 1st Street	Evaluate capacity improvements at this intersection.	0.69	0.9	-23%	0		0	
	Pass	Somerset Blvd-Allen Rd & Newport Way	Evaluate capacity improvements at this intersection.	0.61	0.8	-24%	0		0	Traffic Analysis included in Broader Eastgate Study.
17	Pass	Richards Rd & SE 32nd St	Evaluate capacity improvements at this intersection.	0.55	0.85	-35%	0		0	
18	Pass	Northup Way & NE 24th Street	Evaluate capacity improvements at this intersection.	0.49	0.8	-39%	0		0	

#	Pass/Fail	Location	Project Description	V/C	Concurrency Area-Wide Standard	Percent Over-Under	LOS Points	Safety Points	Total Pts	Comments
Projects Below Did Not Pass the Pass/Fail Evaluation										
19	Fail	NE 29th Pl & 148th Ave NE	Evaluate capacity improvements at this intersection.							2017 Concurrency, rated below standard. Requires WSDOT coordination.
20	Fail	NE 4th St interchange with I-405 HOV lane removal	Remove EB HOV lane that leads to NB on ramp. Convert to two GP lanes onto NB.							This change is included in I-405 Bellevue to Renton ETL project.
21	Fail	148th Ave NE Master Plan Improvements	Multiple improvements in Overlake area.							Development dependent
22	Fail	Coal Creek Parkway & 119th Avenue SE	Add an EB through lane, extending through NB ramp intersections (3 lane approach at the signal).							Evaluation included in I-405 Bellevue to Renton ETL project
23	Fail	W Lk. Samm. Pkwy & Northup Way	Add a northbound left turn pocket with a new traffic signal.							Evaluation included in the WLSP Phase 2 project
24	Fail	NE 8th Street and 112th Ave NE	Evaluate capacity improvements at this intersection.							2017 Concurrency, rated below standard
25	Fail	NE 2nd St/Bellevue Wy to 112th Avenue NE	The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009).							Development dependent
26	Fail	NE 10th Street & I-405	The project will add a southbound off-ramp.							WSDOT dependent
27	Fail	NE 2nd Street Extension & I-405 interchange	The project will add half interchange with I-405, to/from the south.							WSDOT dependent
28	Fail	NE 15th Street/116th Avenue NE to 124th Avenue NE	The project will construct a multi-modal corridor from 116th Avenue NE to 124th Avenue NE, with new signalized intersections, signal modifications, and cross-section modifications.							Development dependent
29	Fail	NE 6th Street Extension	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, transit, general purpose, and non-motorized.							WSDOT dependent
30	Fail	NE 2nd Street/112th Avenue NE to 114th Avenue NE	The project will straighten and realign NE 2nd Street between 112th Avenue NE and 114th Avenue NE, add dual southbound left-turn lanes, and a northbound right-turn lane.							Development dependent
31	Fail	124th Avenue NE & SR 520	The project will construct ramps to and from the east.							WSDOT dependent
32	Fail	NE 8th Street/106th Avenue NE to 108th Avenue NE	The project will realign NE 8th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) and preserve the existing large sequoia tree.							Development dependent

#	Pass/Fail	Location	Project Description	V/C	Concurrency Area-Wide Standard	Percent Over-Under	LOS Points	Safety Points	Total Pts	Comments
33	Fail	Bellevue Way & NE 4th Street	The project will add a southbound right-turn lane, a westbound right-turn lane, and dual westbound left-turn lanes.							Development dependent
34	Fail	Bellevue Way & NE 8th Street	The project will add a southbound right-turn lane.							Development dependent
35	Fail	Bellevue Way & NE 2nd Street	The project will add a northbound right-turn lane and a second southbound left-turn lane.							Development dependent
36	Fail	134th Avenue NE/NE 20th Street to NE 16th St	The project will develop a level cross section for NE 16th Street to allow for future construction of 134th Avenue NE as a through street between Bel-Red Road and NE 20th Street, as outlined in the Bel-Red Subarea Plan.							Development dependent
	Fail	112th Avenue SE & Bellevue Way SE	Evaluate capacity improvements at this intersection.							Intersection evaluation included in Bellevue Way HOV Lane project.
37	Fail	132nd Ave NE & Bel-Red Rd	Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE / Bel-Red Rd.							Development dependent